

THE CLAIMS DEFINING THE INVENTION ARE AS FOLLOWS:

1. A vehicle having a main chassis and a power source for driving the vehicle, a drivable steer carriage pivotally supporting the main chassis about an at least substantially upright pivotal axis, the carriage including a plurality of
5 opposed pairs of carriage wheels, at least one said pair of carriage wheels being driven by a drive transmission including an input shaft at least substantially aligned with said upright pivotal axis such that the power source can transfer power through the input shaft to at least one carriage wheel pair.
2. A vehicle according to claim 1 wherein the steer carriage includes a sub-
10 frame and a turntable located between a said driven pair of wheels and the sub-frame, the pair of wheels being supported on a wheel axle supported on the turntable, thereby allowing pivoting of the wheel axle relative to the sub-frame.
3. A vehicle according to claim 1 or 2 wherein the carriage includes a front said driven pair of carriage wheels, and a rear said driven pair of carriage wheels.
- 15 4. A vehicle according to claim 3 further including a middle non-driven said pair of carriage wheels located between said front and rear driven pairs of carriage wheels, the axis of rotation of said middle pair being located below the input shaft.
5. A vehicle according to claim 2 wherein the steer carriage includes a front
20 said turntable supporting a front said wheel axle and a rear said turntable supporting a rear said wheel axle, said front and rear wheel axles being driven through said drive transmission.
6. A vehicle according to claim 5 wherein the carriage further includes a non-
25 driven pair of wheels, said non-driven pair of wheels being supported on a wheel axle located between the front and rear wheel axles, and fixed in position relative to the sub-frame.

7. A vehicle according to claim 5 or 6 further including steering means for controlling the rotation of the turntables relative to the sub-frame, the steering means rotating the front wheel axle in an equal and opposite rotational direction to the rear wheel axle.
- 5 8. A vehicle according to claim 1 wherein the power source is supported on the main chassis for driving said at least one pair of carriage wheels through said input shaft.
9. A vehicle according to claim 1 wherein the drive transmission further includes
- 10 a differential drive centrally located on a wheel axle supporting said at least one driven pair of wheels;
- a central transfer unit mounted to the sub-frame the upright input shaft extending from the central transfer unit, and at least one output shaft extending from the central transfer unit;
- 15 a wheel transfer unit located adjacent the differential drive of the wheel axle, the wheel transfer unit being coupled to the sub-frame; and
- a drive shaft interconnecting the central transfer unit with the wheel transfer unit.
10. A vehicle according to claim 1 wherein the main chassis includes a pair of
- 20 said drivable steer carriages located adjacent opposing ends of the main chassis.
11. A driveable steer carriage for a vehicle having a main chassis and a power source for driving the vehicle, the steer carriage being adapted to pivotally support the main chassis thereon about and at least substantially upright pivotal axis, the carriage including a plurality of opposed pairs of carriage wheels, at
- 25 least one said pair of carriage wheels being driven by a drive transmission including an input shaft at least substantially aligned with said upright pivotal axis such that the power source can transfer power through the input shaft to the at least one carriage wheel pair.